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25X1

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1. Severo-Donetsk is a new community on the left bank of the Donets River about 5 km from the coal town of Lisichansk. Its existence is due to the erection of a large chemical plant which is still being built, and which has just begun operations. Prior to early 1950 Severo-Donetsk was known as "Lisskhimstroi", which may be translated as the "Lisichansk Chemical Plant". Since then, the newer name has been attached to the town. It had a population of approximately 30,000 [redacted] /May 1951/.
2. Geologically, Severo-Donetsk is situated on the dividing line between the fertile Ukraine and the barren prairie. The view from the edge of town consists of sandy land on which there is sparse vegetation. The Donets River, which flows about 3 km west of the town, is not navigable, and its course is not regulated. Between Lisichansk and Proletarsk, the next town to the north, the river is deep enough for rowboats and small sail boats, but during the flood season the current is too strong. The river inundates the east bank and swells from 75 m to a width of more than 1 km. The east bank of the river is entirely flat, while the west bank is lined by steep hills leading to a plateau on which the city of Lisichansk is located.

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- 25X1 3. The railway station of Lisichansk is a stop for express trains on the trunk line from Moscow to Debaltsovo. The line has two tracks; [redacted] number of sidings at the Lisichansk station. The express train to Moscow leaves Lisichansk at 1430, approximately the same time as the one from Moscow leaves for Debaltsovo. At 2045 an express train to Debaltsovo leaves the Lisichansk station. Between one and two o'clock at night the trains of the Kharkov-Voroshilovgrad line meet at Lisichansk. There are few trains other than these.
- 25X1 4. Freight train traffic is not heavy. [redacted] more than five or six freight trains travelling in either direction during the day. Of course [redacted] the traffic during normal weekdays, [redacted] on the freight traffic at night. Grain and cement were the commodities most frequently hauled, usually on open freight cars. The latter were of the two- and four-axle type, and were a little heavier than the German cars because of their wide gauge. None of the trains consisted of more than fifty cars. The locomotives appeared to be good and sturdy. [redacted]
- 25X1 5. The next railway station north of Lisichansk is Proletarsk. It is approximately 3 km from Lisichansk station and is also an express stop. The express trains stop in that area very frequently, and therefore never have a chance to reach full speed. About 4 km to the south is the town of Pereyaslavna, which is also an express stop.
6. Proletarsk is a small town having a glass plant as its only industrial installation. About 2 km north of the town the railway crosses the Donets River on the only newly constructed bridge in that region. The ruins of the old bridge are still visible in the water directly beneath. The new bridge stands on two stone pillars and is a steel truss with a continuous span. The river is not much wider than 60 m at that spot. The bridge, as are all bridges in the USSR, was guarded day and night by sentinels with blue or black uniforms carrying rifles of a very old make. About 50 m from the bridge, civilians were warned by signs that they were not permitted to cross the river by means of the bridge. They were also forbidden to cross under the span by boat; however, that course would have been quite hazardous because of the debris of the old bridge lying in the shallow water.
7. Lisichansk is the "capital" of, and most important town in, this region. It has a school of mines for the training of mining engineers, and a court of justice for the administration of rapid judgement for minor crimes. Such a court is of great importance in the Soviet system because the Soviet economy derives a high percentage of its labor from convicts. These convicts may either be people who have erred politically, or those who are real criminals. [redacted] told frankly by Soviet citizens that occasionally a court is advised of a labor shortage in a certain district, and is then honor bound to speed up its work in order to fill the vacancies with convicts.
- 25X1 8. A road leads to Lisichansk from the railway station. It is roughly paved with blocks of limestone, and is usable all year long by trucks. The road, which is approximately 5 m wide, rises sharply in two serpentine to Lisichansk, 200 m above the level of the Donets. It is a dangerous drive, as evidenced by the overturned trucks [redacted] seen on [redacted] to Lisichansk. The distance from the bridge to the central square is 3 km.

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9. There are slag hills just outside of Lisichansk. The coal there is of two kinds, a poor quality hard coal which cokes, and a high quality anthracite. Small mining shafts abound, most of which are exploited without the use of machinery. One of them on the southeast side of the town, however, provides the Don Soda factory in Pereyazdnaya with coal by means of a conveyor system.*
10. At the western rim of the city is an underground gas plant called Podzemgaz. The air is channeled in two shafts into a furnace where the coal is burned to produce gas. The gas is piped to the surface and is directed in tubes of 1000-2000 mm to the Don Soda factory. The pressure in the tubes is atmospheric. This installation was not operating in the fall of 1949. The entire right bank of the Donets, including Lisichansk, was "off limits" for Germans; we were allowed to go there for definite purposes only, and even then were carefully guarded.
11. Everyone in Severo-Donetsk has some connection with the chemical plant. Not all the workers occupied in Severo-Donetsk live in town. Many would travel every morning from Rubeshnoye, 14 km north of Severo-Donetsk, and return there in the evening. The shuttle trains were open freight cars on which people stood in all kinds of weather. In 1949 the trains were changed to closed freight cars with benches and ovens, and were painted blue on the outside. Since 1949 the Germans were not permitted to use these trains, in fact, were not permitted to go to Rubeshnoye at all. [redacted] broke this rule repeatedly. For reasons unknown [redacted] the shuttle trains stopped about 14 km outside the city. Travel time was 20 minutes. Whereas trains used to run only when the traffic warranted it, they are now regulated by a timetable.
12. The only part of the Severo-Donetsk plant which had started operations was the ammonia oxidation plant, which began operating in January 1951. Apparently, work was being conducted at a very slow pace, because in May 1951 the Minister of Chemical Industry, Tichomirov, was in Severo-Donetsk and raised quite a rumpus. Since then, the pace of building has been stepped up considerably. [redacted] the plan provides for the completion of the power plant by the end of 1951. All building activities in town noticeably ceased and all available workers were used in the compound of the plant. The compressors were to be mounted in the fall of 1951. This part of the construction, however, suffered a severe delay when it was noted that the holes for the rollers in the foundations were spaced incorrectly, and the foundations had to be ripped out again and recast.
13. The ammonia for the operation of the plant was, at the time of our departure, shipped in from the outside. [redacted] the ammonia came in liquid form in tank cars from the coke plant at Golovka. [redacted] doubt the validity of this statement, because I do not think the ammonia would be pure enough for industrial use. The quantity of ammonia brought to the plant at that time was negligible; the oxidation plant was only to be tested until the plant was ready to produce its own ammonia.
14. The majority of the houses in Severo-Donetsk were poor wooden structures built on sand. Only a few of the public buildings were built from limestone, the predominant building stone in that area. The houses had no plumbing. The German scientists lived in prefabricated dwellings called Finn houses. These structures consisted of two stories, the lower one of which was stone and the upper was wood enclosed in stone with an insulating layer of glass wool between the wooden walls and the stone casing. [redacted] houses had water faucets and sanitary plumbing. The heating plant in the basement did not
- *Small buckets followed each other at intervals of 50 m on an overhead cable from shaft to factory. [redacted] this system was not in constant operation.

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function at first because the pipes channeled the heat downward instead of upward, but we were able to correct this fault after some experimenting. Our house had electric lighting. [redacted] the Soviets did not know the system of meters to measure the consumption of electric current, but figured the bill for used electricity by counting the bulbs in the house. [redacted] who told us of the approach of the collector of electric bills, and we always hid many bulbs when we received word of his impending arrival.

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15. The housing shortage in Severo-Donetsk was acute. Although the town was built at a rapid pace, the population increased faster than living places could be procured for them. [redacted] families on several occasions move into places even before the windows and doors were finished. To our surprise these hasty tenants were not evicted. They would have been prevented from moving in if they had been caught in the process, but once they were installed they were left alone.

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16. [redacted] movements were strictly supervised in Severo-Donetsk. The system of supervision was, as is true everywhere in the Soviet territory, one of increasing severity. [redacted] at first permitted to go to Rubeshnovo, such visits were later strictly forbidden. [redacted] were banned from the west bank of the Donets, and were not allowed to go to the river without a guard. This, however, was one of the regulations [redacted] disregarded constantly and without any ill effects. The only rebuke [redacted] received was delivered by our "commandant" when we created a near public riot by appearing in short trousers. [redacted] shocked the Soviets, and were admonished to dress more decently henceforth!

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17. In detail, the layout of the Severo-Donetsk area is as follows see Enclosure A:

- (1) The administration Building of the Severo-Donetsk plant. A two-story, whitish gray limestone building, finished in May 1949, where the German scientists worked. The entrance was at the corner, and rooms were located on both sides of a middle corridor. Going east, the order of the rooms on the left side was:

- a. Office of the Economic Director, Zhuk. (Next to his office was the anteroom)
- b. Office of the Chief of Personnel and Department of Labor (name unknown).
- c. Library (three rooms). It was directed by Mrs Nikitenko prior to the fall of 1949, and later by the wife of the Plant Manager, Villesov. Mrs Villesov did a remarkably good job of cataloguing in an orderly manner the large amount of material contained therein. The library contained a large number of the books taken from Leuna, and the majority of the books removed from the nitrogen, carbide and cellulose plant at Piesteritz (Saxony). In addition, it had a great number of foreign and Russian books on chemistry, engineering, metallurgy, building, and technology. Among the chemical periodicals [redacted] "Analytical Chemistry", "Industrial Engineering Chemistry", "Chemie et Industrie", and the "Deutsches Zentralblatt fuer Chemie". The entrance to the library was through the middle room. One of the rooms was furnished as a reading room. [redacted] the total number of volumes in the library to have been about 2000.

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d. Photographic laboratory.

On the right side of the east wing were the following rooms:

- a. Work room for the German scientists. [redacted] put together into one room, which was advantageous when [redacted] given collective assignments. 25X1 25X1
- b. Office for Placement of Labor.
- c. Small construction room. This was used only by engineers belonging to the GIAP who were occupied with problems concerning the operation of the plant. At the outset their equipment was very primitive; at the time of our departure, however, they had genuine drafting tables. [redacted] contact with them was when they directed some questions [redacted] concerning brown oxide catalysts. Their chief was Gogin. 25X1 25X1
- d. Ozalid reproduction room.
- e. Office of Kravzova (female), head of the Personnel Section.
- f. Office of the Secretariat of the Konsomolis (VLKSM).

On the right side of the south wing were the following rooms:

- a. Branch office of the GIAP. [redacted] 25X1
- b. Bookkeeping and Accounting Office.
- c. Cashier's office.
- d. Chief of the Finance Department.
- e. Archives. Contained all construction plans and blue prints. This material was secret, and only a few persons were admitted there.

On the left side of the south wing [redacted] the following rooms: 25X1

- a. Office connected with the banking operations of the plant. This office was also responsible for the publishing of the production and building quotas and the announcement of quota changes.
- b. Offices of the Planning Department (middle of the wing). [redacted] 25X1
- c. Office of the First Department. This Department, headed by Suchin, was responsible for security, and was generally believed to be part of the MVD [redacted] 25X1

On the second story the following rooms were located on the left side of the east wing:

- a. Part of the corridor was partitioned off; [redacted] offices were located in the partitioned area. 25X1
- b. Main Planning Office.
- c. Anteroom of the office of the Plant General Manager, Villesov.

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- c. Willosov's office (three windows faced the main street, and one faced the side street).

On the right side of the east wing, second floor, were located the following rooms:

- a. Office of the Department of Power Supply, headed by Ryabin. [redacted] informed that he was at Leuna after the war to study the power installations there.
- b. Office of the head engineer for building and construction, Gegin.

On the left side of the south wing, second floor, were the following rooms:

- a. Office of the Recorder and Registrar (occupied by typists).
- b. Two rooms belonging to the Construction and Drafting Department. This department was headed by Mrs. Logvinyenko. [redacted] not know the nature of the construction plans drafted there.
- c. A drafting room in which only engineers worked.

On the right side of the second floor corridor (south wing) there was:

- a. Office of the Chief of Constructions, Masterov.
- b. Makarov's office, the Chief of Production. Makarov did not come to Severo-Donetsk until May 1950. He had been at Leuna for a long time, and spoke German quite well. He was the only man who had imagination as far as our assignments were concerned, and who took a vivid interest in the progress of our work. He visited [redacted] every day to get some information, or to discuss a point of interest. He had a sense of humor, a rare trait in a Soviet.
- c. Office of Yevtushenko, the chief of the draftsmen who were working in the room across the corridor. The drawings they made were mostly of cranes, dredges, power shovels, etc. The interpreter, Baril, was also in this room.

- (2) Police Headquarters. There were about a dozen policemen stationed there. They were members of the MGB, and were, according to the inscription on the building, a detachment of the Lisi-chansk Militia.

- (3) Canteens for laborers who were employed outside the plant. Between 100 and 150 workers were fed there.

- (4) Office of Bookkeeping and Accounting. This office was furnished with International Business Machines taken from Leuna. Since March 1951 the office was headed by Boris Konstantinovich Shonov, who had been our commandant for a long and arduous time.

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- (6) Central telephone switchboard. Telephone connections within the town and to the plant were made by means of a dial system. Long distance calls could be made, but took a very long time, often several hours. Even a connection to Rubeshnoye might take one or two hours. The connections for the plant manager's office were not made through this switchboard; Villesov had his own direct wire to Moscow, and a more efficient long distance service. In the Administration Building the telephones could only be used for official business. The German scientists did not have a telephone. The central telephone switchboard was to be moved to another building No (13). The Personnel Section had already partly moved into this building, and it planned to take over completely as soon as the new telephone center was finished.

Besides containing the telephone switchboard, this building also housed a radio receiving station. A large receiving antenna was erected on the roof. This station picked up radio Moscow and "piped" it throughout the area. By merely plugging your set into the radio wall socket, one could listen to the programs.

- (7) ORS (Workers' Supply Division) headquarters for Severo-Donetsk. The ORS is an organization which is attached to a plant, productive combine, or government office to furnish it with food-stuffs and/or building materials and fuel. Almost every large plant has such an ORS organization attached to it. The ORS for Severo-Donetsk was located in the vicinity of Lemberg, and was an area consisting of woods and cultivated fields. In addition, ORS operates a fishing boat flotilla in the Asov Sea for the purpose of supporting the plant. The produce of this area bypasses the Central Distribution Office in Moscow, being channeled directly to Severo-Donetsk. The food and the wood coming from the ORS is shipped to the plant by truck. Only the employees of the Severo-Donetsk Plant were entitled to the consumption of the goods brought in by the ORS. The transportation did not always function well, and hence delivery by ORS was not considered very reliable. Sachet was in charge of the ORS.
- (8) Hotel belonging to the plant administration. The rooms were very small. It contained some 60 to 80 rooms.
- (9) An apprentice school. It was completed in the fall of 1950, and was apparently to be furnished with work benches. By the time May 1951, however, the school was not in operation.
- (10) Public bath. This included four or five rooms with tubs, also shower rooms and two swimming pools.
- (11) Construction and electrical engineering firm for the plant. There was no indication as to what firm it was. The building was two-storied, and was built in a square about 12-14 m.
- (12) Old bakery. It is a small plant, the production of which is no longer sufficient for the population of Severo-Donetsk. It can at the most produce bread for 10,000 people, while Severo-Donetsk has more than 30,000. The building looks grimy from the outside. It has a small sheet iron chimney right next to the building.
- (13) New telephone center. The building was started in 1948, but was not finished at the time we left. The interior installations had not been started then. The building is two-storied, and about 11 m square.

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- (14) Public club. This club, open to everybody, has a movie hall, library, music room, amateur theater, and all kinds of cultural entertainment. The club belongs to the plant, and is always very crowded.
- (15) The old hotel. It is a one-story structure having about 30 rooms with few modern conveniences. It is operated by the plant.
- (16) Repair and Maintenance Office. Byelo-Zerkovsky is the chief of this office which serves the entire community. Here living quarters are allocated, fuel distributed, and repair men dispatched. There are only two locksmiths for the community, and the service is usually slow and inefficient.
- (17) Stores (markets). There were two stores dealing in foodstuffs and one which handled "industrial goods". Industrial goods included such things as textiles, shoes, toys, and hardware. Almost all the trading of the town is done here. Besides this compound, there were only two other stores and some wooden huts which sold merchandise. Sometimes the stores remained open until 11 o'clock at night. The supply of "industrial goods" was very uncertain; nails, screws and bolts were not available until the end of 1950, and even then were not fully stocked. Behind these stores was a storage depot; at the west corner was a little tavern with tables where one could get beer or vodka.
- (18) Market hall (and behind it, market stands). The meat counter was located left from the entrance. The peasants stand at the entrance selling their produce. Most people would haggle over the prices, which varied considerably among the farmers. Experience proved, however, that the more expensive goods were better in quality. There was always a shortage of potatoes, and sugar was not procurable until late in 1950, [] purchased collectively and had an agreement with the manager of the store to set aside some foods []. Such agreements were not permitted by [] superiors; they wanted to isolate the German group as much as possible. They also forbade [] direct touch with any offices; the only channel permitted was through [] commandant.
- (19) Public kindergarten. A two-story building which existed before the war. People who have official employment are virtually forced to bring their children to the kindergarten. This excludes servant girls, since they are privately employed. There was also a rule that a child may not go to the kindergarten if only one of the parents is working. Usually both parents are employed since a family cannot exist on the salary of one person.
- (20) Offices of the City Council, mayor, and civil register. Town officials hold office for a period of four years, and are elected by secret vote. The only flaw in the voting procedure is that there is only the provision to say "yes" to the list of names presented on the ballot. On public holidays [] this building did not display the Soviet red flag with hammer and sickle, but only the blue and red flag of the Ukraine.
- (21) New Administration Building for the TREST. The TREST is the organization in charge of building residences in the town. This sets the TREST entirely apart from the organization in charge of the plant buildings at Severo-Donetsk. There is a separate office for the allocation of living quarters for members of the TREST.

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- (22) New bakery. This building, unfinished when I left, was to be four stories high.
- (23) Garage for the TREST. This area was surrounded by barbed wire. The parking space could hold about 200 trucks. There were also some passenger cars and a half dozen jeeps. The trucks were used primarily for the transport of materials, but on occasion would also transport passengers. On the parking lot were some wooden buildings serving as repair shops. The tools for repair work were often difficult to obtain. There did not appear to be any storage of gasoline on this lot. Gasoline was delivered in barrels and dispensed by means of hand-operated pumps. Between the garage and the railway line dismantled Leuna equipment was lying in the open.
- (24) Foodstuff warehouses. A railway siding leads to these buildings. There was an electric wire to the refrigeration house 23a. The other buildings evidently did not have electric refrigeration. The refrigeration building was built into the ground.
- (25) Storage place for the Repair and Maintenance Office 15. We could see here a great number of plumbing appliances including bath tubs.
- (26) Coal and wood storage. The square marked "A" locates the place where coal for the plant is stored. This storage is supervised by the Repair and Maintenance Office (ATK). The coal and wood for the TREST was located in square "B". The ATK coal was of poor quality; it crumbled easily, fell through the grill of the ovens, and was therefore useless for heating purposes. The TREST coal was rumored to be an anthracite.
- (27) Silos for building materials (possibly cement). They are of stone and are about 15-17 m high and about 7 m in diameter.
- (28) Storage for building materials (except lumber). Here, in this area, are small sheds in which glass, bricks, metal frames, etc., were kept.
- (29) Tar storage tanks. Tar for asphalt used in road construction and repair is stored in tanks which are built into the ground. There were three or four tanks, each having a volume of about 50 cbm. Until May 1951 the tanks were not filled.
- (30) Railway station for the passenger traffic to Rubeshnoye. Formerly there were two trains in the morning and two trains at night to and from Rubeshnoye; later there was just one train operating according to schedule. There are three or four tracks at the station, and during the day there is a small amount of shunting going on. About 150 m north of the station the track crosses a wooden bridge over a brook. Across the tracks from the station was a small coal pile to fuel the train engines. Along the tracks was a large amount of dismantled Leuna equipment. Directly opposite the station are several large distillation columns which do not serve any apparent purpose.

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- (31) Brick factory. The bricks were made of lime sandstone which was probably found in quarries just across the Donets River. The stones were shipped to the factory by rail, arriving in blocks about twice the size of one's head. In the area, which was about 70 m square, stood four kilns, two of which were installed in 1950. Each kiln operated automatically, stood 17 m high, and measured 5 m in diameter at the bottom and 4 m at the top. The product was a regular brick but was not fire-resistant, and therefore could only be used for the outside of the plant buildings. Some 40 to 50 people worked each shift in this factory. It operated day and night. The brick was used not only for the Severo-Donetsk area, but was shipped as far away as Rubeshnoye. The kilns were fired with coal.
- (32) Wood workshop (DOK = wood plant) of the TREST. This was an area about 70 by 100 m which was surrounded by a wall. Logs were lifted from the other side of the road which skirts the north wall and were channeled at a height of approximately 6 m into the area. The timber reputedly came from Lemberg. Within the area were sawmills, and wood shops containing lathes, shapers, planing machines, etc. [redacted] a machine repair shop was also located in this area. The only things visible from the street, however, were a number of sheet iron chimneys.
- (33) Site for the proposed main laboratory. [redacted] in May 1951 the steam shovels were still working, and the building of the outer walls had not even been started. The street to the plant was still under construction.
- (34) Water tower. This structure, probably intended for the water supply of the town, was not quite completed in May 1951. It was built of concrete, stood about 20 m high, was 10 m in diameter, and had windows.
- (35) Garage of the ATK (plant administration). This building looked like an ordinary garage, but had no roof. As a result, all cars parked therein actually stood in the open. The garage could accommodate from 50 to 60 trucks. Trucks were used almost exclusively to bring the workers to the plant. There was some gasoline storage here, and a small repair shop. The road north of the garage was paved; to the south of the garage its surface was of hard-packed sand.
- (36) Repair and Building Department. This installation was somewhat similar to the DOK of the TREST. It probably belonged to the ATK. It contained carpenter shops, smithies, and machine shops. Sidorov was the head of the installation, and Bastishkin was the head of the smithy. The latter had barred windows to prevent burglars from entering. Some lumber was stored in this area.
- (37) Storage of the dismantled Leuna equipment. We never got close enough to this equipment to identify many of the individual pieces. One could, however, see some boilers (the type that produce 50 tons of steam per hour). Not only individual pieces of equipment were stored there, but sometimes entire installations. We could also identify transformers. We heard that not only machines, but all types of apparatus were stored in the open field. We could not ascertain if any of the equipment was ever moved from the fields. The entire area was closely guarded by a special plant guard. These guards wore dark blue or black uniforms and, in winter, brown military coats. There were 50 to 60 men in the detachment which guarded this equipment. Dogs accompanied them while they were on duty.

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- (38) Smokestack. This was completed in the late summer of 1950 as a part of the boiler house of the power plant. It was about 110 m high and built of a light-colored stone, possibly limestone. Red warning lights for airplanes marked the top. The erection of a second smokestack was planned.
- (39) Diagonal coal conveyor installation. The steam boiler installation was presumed to be in the immediate vicinity. It could not be seen from the outside, however. The only thing we know definitely is that it was not finished in May 1951. Of the coal conveyor system, only the diagonal elevator was visible. The area of the installation was 30 by 50 m.
- (40) Installation with steel towers standing beside each other. This installation resembled the Leuna high-pressure washing plants where synthesis gas was washed with copper solution to remove the carbon monoxide. The towers were visible from the outside; there were about a dozen of them next to the building. Each was about 12 m high with a diameter of 50 cm. [redacted] copper solution pressure pumps would be located inside the building to pump the solution into the columns.
- (41) Large machine hall. This structure (about 20 by 60 m) looked like a building which houses compressors or circulation pumps. The roof collapsed in July or August 1949, but the structure was finally repaired. It had a corrugated roof of asbestos or eternit (fireproof material).
- (42) Off-gas tube of ammonia oxidation. This was a vertical tube made of V-2A steel, 100 m high and 1200 mm in diameter. It was supported by a cylindrical, cage-like, iron structure which tapered toward the top, and reached to about $\frac{3}{4}$ of the total height of the tube. The tube and its support stood on a heavy foundation of concrete. Near the tube must have been the ammonia oxidation plant which was not, however, visible from the outside. The tube emitted nitrose vapors indicating that the plant was in operation. It started operations in the middle of January 1951.
- (43) Ammonia evaporation plant and absorption and drying towers for the production of ammonium nitrate. This building was shaped like a rectangular hall with a penthouse. In the latter, the evaporated liquid ammonia was channeled into the absorption towers and sprayed with nitric acid. The reacted mixture was then dried with air as it descended, arriving at the bottom as ammonium nitrate crystals.
- Only the roof of the building and the superstructure were visible from the outside. The roof of the superstructure was about 40 m high. The absorption towers were built of brick, and were approximately 30 m high and 10 m in diameter. The towers were built very close to each other so that there were no gaps between any of the structures.
- (44) Large warehouses. There were several of these structures which may have been used for storage or workshops. They were single-story stone buildings with simple steel truss roofs. They had large gates in front. Each was numbered with a Roman numeral, [redacted] Next to these buildings were large coal piles (coke) and machine parts.

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- (45) A light-colored, brick building, about 12 m high and 25-30 m long, surrounded by a wall. This is probably a transformer house, since there are masts for electric wires on its flat roof. The high tension line from the Don Soda plant ends here. This line consists of four cables strung over wooden masts. The masts on the roof are made of iron; the insulators are disc-shaped.
- (46) Open ditch. This was apparently to be used to channel waste waters to the Donets. The ditch was open up to approximately 20 m from the wall of the plant. It was a V-shape (wide-angled), approximately 3 m deep, and about 6 m wide from rim to rim. The sides were lined with stone. [redacted] the waste waters did not nearly fill it. The ditch runs in a straight course to the river, where it flows into a pipe pointing downstream.
- (47) Proposed pipeline. This was to be used to pump water to the plant. At the time [redacted] it did not reach the plant. There were two pipe lines parallel to each other, each having a diameter of about 1-1.20 m.
- (48) New building. This may be the pump house, but in my opinion it would be too small for that purpose. The pipeline leading from this building to the plant had not been covered at the time [redacted]. The road crossed over it.
- (49) Gas tanks. 49A was finished in May 1951, while 49B was still being constructed. [redacted] whether or not a third foundation was cast. The finished tank was 12 m in diameter, 15 m high, and had a capacity of approximately 1500 cbm. [redacted] the others, when completed, will have similar dimensions. They were most likely for storage of the gas used for the ammonia synthesis. The tanks were of the liquid seal expansion variety.
- (50) Plant Security and Guard House. This is a one-story, stone barrack where the guards lived. They wore black or dark blue uniforms having a kind of Russian blouse with no rank insignia. They came, [redacted] under the command of the plant management, but it might be that they were a part of the First Department. These guards, which included some women, performed guard duty in and about the plant, such as at the gate, at the bridge over the brook north of the station, and in some of the buildings. They were always armed with antiquated weapons, mostly rifles. [redacted] their numbers would total somewhere between 50 and 80 persons. The commander of the guard prior to March 1951 ended his career by being sent to jail for stealing.
- (51) Enclosure for watch dogs. This includes a small house to accommodate bitches in time of confinement. Of the 50 to 70 dogs kept here, 25 to 50 were trained for regular guard duty. It is quite common in the USSR to surround plants with a double fence of barbed wire and then have dogs to run between them. Only a small number are pure-bred shepherd dogs; the others are mongrels with very fierce tempers.

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SECRET/SECURITY INFORMATION

-13-

- (52) Airport. This was a field about 400 by 600 m. A windsock flew at the southeast corner. There were two or three shacks, but no hangars. Three U-2 planes, used for passenger transport to Voroshilovgrad, were ever-present at the field. The trip to Voroshilovgrad took 40 minutes and cost some 100 rubles. These planes belonged to the plant, and were dispatched by order of the plant manager. There was no regular schedule. Since there were no gasoline tanks at the field, gasoline for the planes was brought to the field by truck in 50-liter barrels when needed. There were no paved runways; the planes took off and landed on the grass. During flood time the airfield would be inundated and an area south of the town had to be used for landing.
- (53) Three small bridges crossing small water courses. These bridges were rebuilt using iron and concrete spans starting in the fall of 1950. Only the middle one was still unfinished in May 1951. While the construction was under way, vehicles left the highway and drove beside the street on field paths.
- (54) Old bridge (destroyed). Only the stone pillars are visible in the water.
- (55) Pontoon ferry boat. The ferry consisted of a platform on three pontoons. It operated with a Diesel engine, and would carry cars and trucks when the Donets was flooded and the bridge closed.
- (56) New bridge. This was constructed with wooden planks laid on pontoons with railings along the sides. The bridge would carry 4 tons safely. The approach from both sides was steep and dangerous. When the river was flooded, the side rails were removed and the bridge was prepared for being inundated.
- (57) Passenger ferry boat. A rowboat having a capacity of 6-8 persons.
- (58) Grain shed. This structure, open on all sides, was used for grain storage. The grain was kept in sacks, which is a rare practice in the USSR.
- (59) Gasoline and oil storage. Gasoline and oil was kept in tanks above the ground. There were five in all, each having an approximate capacity of 30-35 cbm.
- (60) Lisichansk railroad station.
- (61) Passenger ferry boat (rowboat).
- (62) Stagnant arm of the Donets River (called the "Coffee Bean"). There was a pump house here which pumped water through a 20 cm pipeline to Lesnaya Datcha, a large Kolchose (collective farm) about 3-4 km to the southeast.

25X1 18. [redacted] all of the buildings standing in the area, especially the eastern part of the compound, have not been enumerated above. The latter is pretty well filled with buildings, but the surrounding wall, which is approximately 6 m high, prevents identification. The plant is apparently expanding toward the north. The road which now leads from the town to the Donets River is to be eliminated and a new road, which was under construction [redacted] led from the town along the southern boundary of the plant to the river bridge.

25X1 19. The length of the plant by the north road, I estimate to be about 1.2 km, on the west side, approximately 300 m, and on the east side, 600 m. The surrounding wall is crowned on all corners with watch-towers which were not manned during the day.

-end-

ENCLOSURE (A) Site Layout - Severo-Donetsk Area

SECRET

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